

BookletChart™



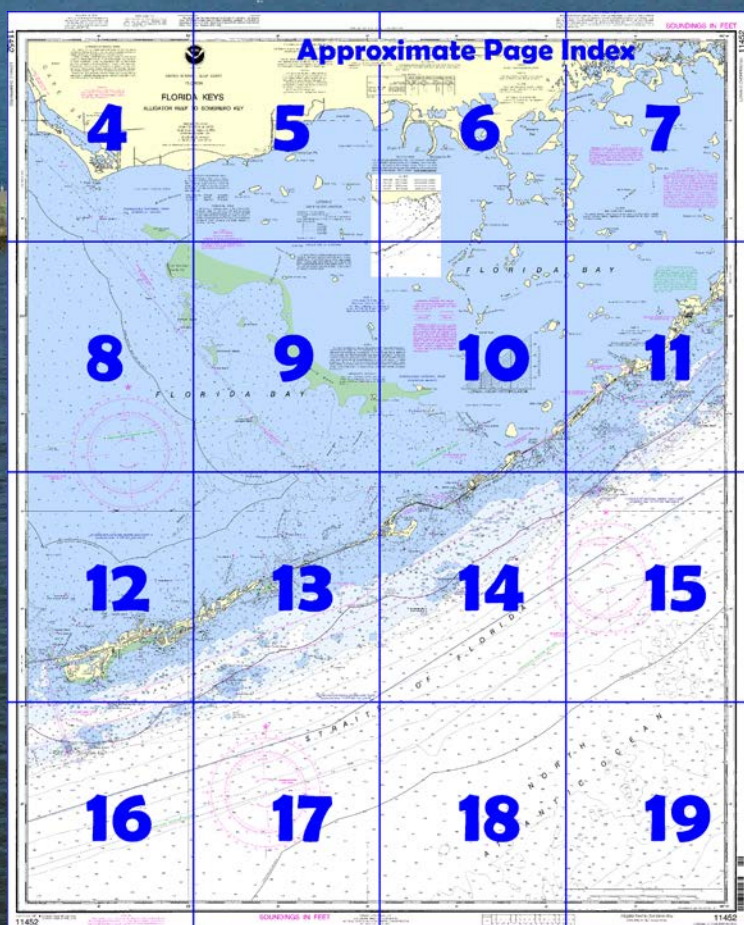
Florida Keys – Alligator Reef to Sombrero Key NOAA Chart 11452

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11452>



(Selected Excerpts from Coast Pilot)

Alligator Reef Light (24°51'06"N., 80°37'06"W.), 136 feet above the water, is shown from a white, octagonal pyramidal skeleton tower with black top, on pile foundation, enclosing a square dwelling and stair cylinder.

Indian Key Channel, northwestward of Alligator Reef Light leads from the Straits of Florida east of **Lignumvitae Key** to Florida Bay. It is marked by daybeacons. The depth was 6 feet. The channel has a tendency to

deepen with westerly winds and fill with southeasterly winds. Local knowledge is advised. The bridge across the channel has a clearance of 27 feet.

Channel Five, 8.4 miles westward of Alligator Reef Light, is a natural channel that had a depth of 7 feet. A strong current sets through the channel. Vessels drawing up to three feet can follow the marked route leading westward and northwestward in Florida Bay to Cape Sable and Flamingo.

Flamingo, on the north side of Florida Bay 9 miles east of East Cape (25°07'N., 81°05'W.), is a visitors center in **Everglades National Park**. A 300-foot tower and an 86-foot standpipe 0.3 mile northeast of the visitors center are prominent.

Tennessee Reef Light (24°44'48"N., 80°46'54"W.), 49 feet above the water, is shown from a small black house on a hexagonal, pyramidal skeleton tower on piles, 0.7 mile off the southwestern end of **Tennessee Reef**. A lighted buoy is about 5.6 miles northeast of the light.

Long Key Anchorage, 3 miles north-northwestward of Tennessee Reef Light, has soft bottom in depths of 15 to 18 feet, but it is exposed to southerly winds.

A partially submerged steel beam was 2.8 miles northwest of Tennessee Reef Light in about 24°46.5'N., 80°49.3'W.

Turtle Shoal Anchorage, 20 miles southwestward of Alligator Reef Light and 1 mile westward of **East Turtle Shoal** (24°43'30"N., 80°56'00"W.), 27 feet above the water, has a soft bottom in a depth of 27 feet. It is a fair anchorage in fine weather. **West Turtle Shoal** affords another anchorage in depths of 24 to 36 feet 1 mile to its westward. A 1-mile-square fish haven is immediately southward of West Turtle Shoal.

A well-protected yacht basin and a marina are at **Duck Key**. A private light and private daybeacons mark the channel entrance to Duck Key. A depth of 10 feet could be carried to the yacht basin, thence 5 feet to the marina beyond. Berths, electricity, gasoline, diesel fuel, and water are available at the yacht basin and marina. A launching ramp, ice, and marine supplies are available at the marina. Hotels and restaurants are nearby.

Key Colony Beach, 3 miles southwestward of Valhalla, is a protected harbor westward of **Fat Deer Key**. The depth was 9 feet in the entrance channel. The channel is marked by private daybeacons. Gasoline, diesel fuel, water, berthing with electricity, and a launching ramp are available.

Florida Bay.—Depths are shallow and irregular; the bottom is mostly mud. From April to October the waters of the bay are clear and the shoals plainly discernible, but during the winter the water frequently turns milky and renders the shoals indistinguishable.

A protected area of the **Everglades National Park** is in the northern part of Florida Bay.

For the protection of wildlife, all keys in the Florida Bay portion of Everglades National Park are closed to landing except those marked as designated camping areas. The killing, collecting, or molesting of animals, the collecting of plants, and waterskiing are prohibited by Federal Regulation.

Manatees.—Regulated **speed zones** for the protection of manatees are posted throughout the Everglades National Park.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami	Commander	
	7th CG District	(305) 415-6800
	Miami, FL	

Table of Selected Chart Notes

NOTE D

The daybeacons are private and positions are approximate.

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection

Scale 1:80,000 at Lat. 24°52'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

NOTE E

PROHIBITED AREAS

(Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE C

EVERGLADES NATIONAL PARK
PROTECTED AREA: 36 CFR 7.45

The killing, collecting, or molesting of animals, the collecting of plants, and water-skiing are prohibited by Federal regulation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

For Symbols and Abbreviations see Chart No. 1

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Teatable Key, FL	WWG-60	162.450 MHz
Key West, FL	WXJ-95	162.40 MHz
Princeton, FL	WNG-663	162.425 MHz

INTRACOASTAL WATERWAY

See charts 11449 and 11463 for detailed information. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.467" northward and 0.766" eastward to agree with this chart.

NOTE B

Numerous daybeacons, marking the channels to Snake Creek and Whale Harbor Channel, are not charted.

CAUTION

Overhead power cables run parallel to Highway No. 1 from Tavernier to Big Coppitt Key. All vertical clearances are greater than those of the adjacent fixed bridges. Cables are submerged at movable spans of drawbridges.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: - - - - -

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)				
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water	
Name	(LAT/LONG)	feet	feet	feet	feet	
Alligator Reef Light	(24°51'N/80°37'W)	2.2	2.1	0.2	-1.5	
Boat Key Harbor	(24°42'N/81°06'W)	2.0	1.7	0.2	-1.5	
Flamingo	(25°09'N/80°56'W)	2.5	2.3	0.3	-1.5	

(Apr 2002)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

POLLUTION REPORTS

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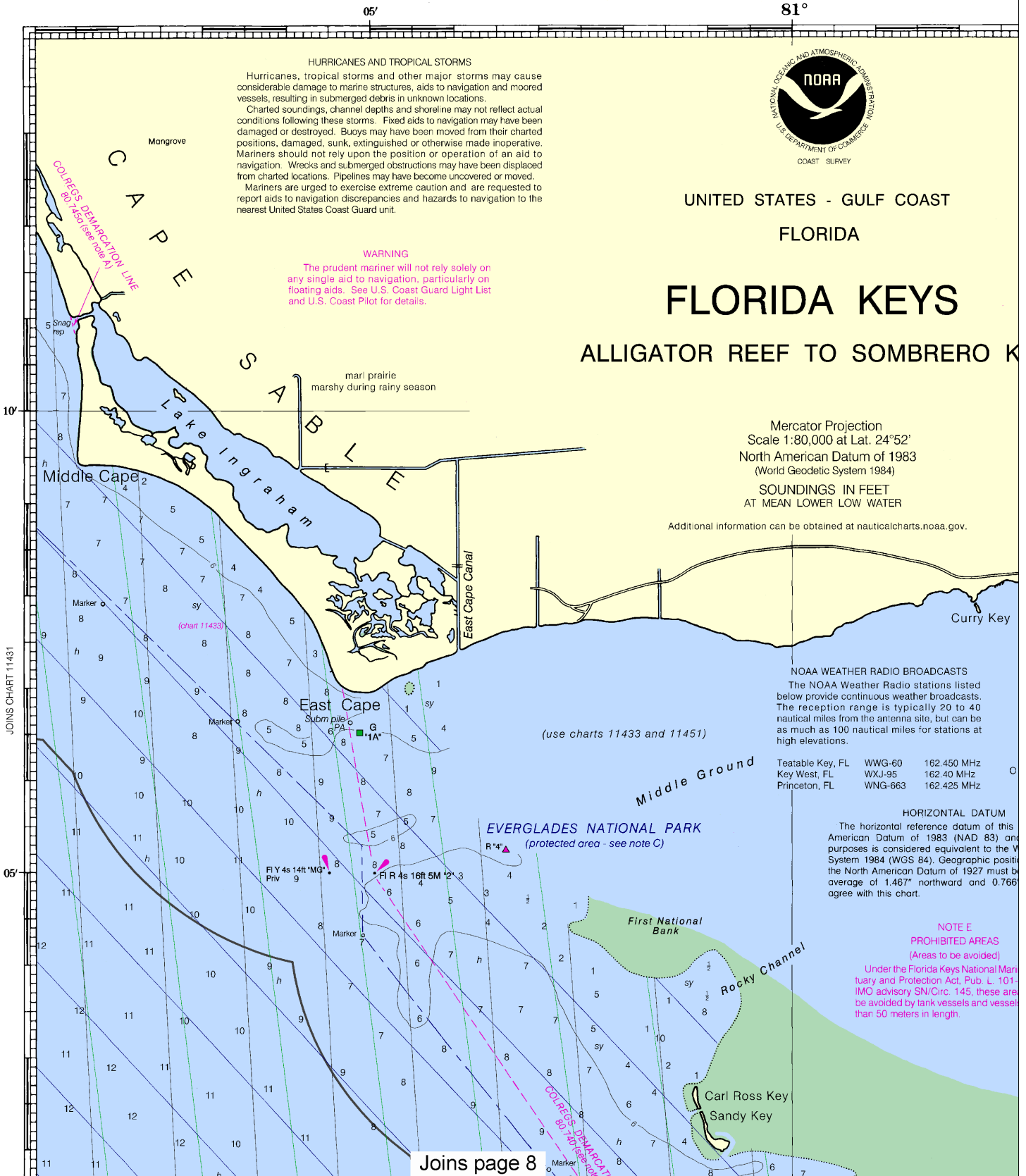
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, and improving this chart to the Chief, Marine Chart Division (N/CSD), NOAA, Silver Spring, Maryland 20910-3282.

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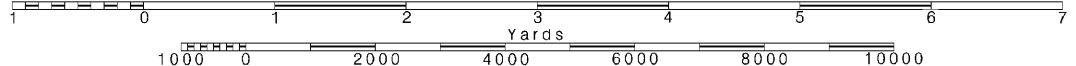
LORAN-C OVERPRINTED



Printed at reduced scale.

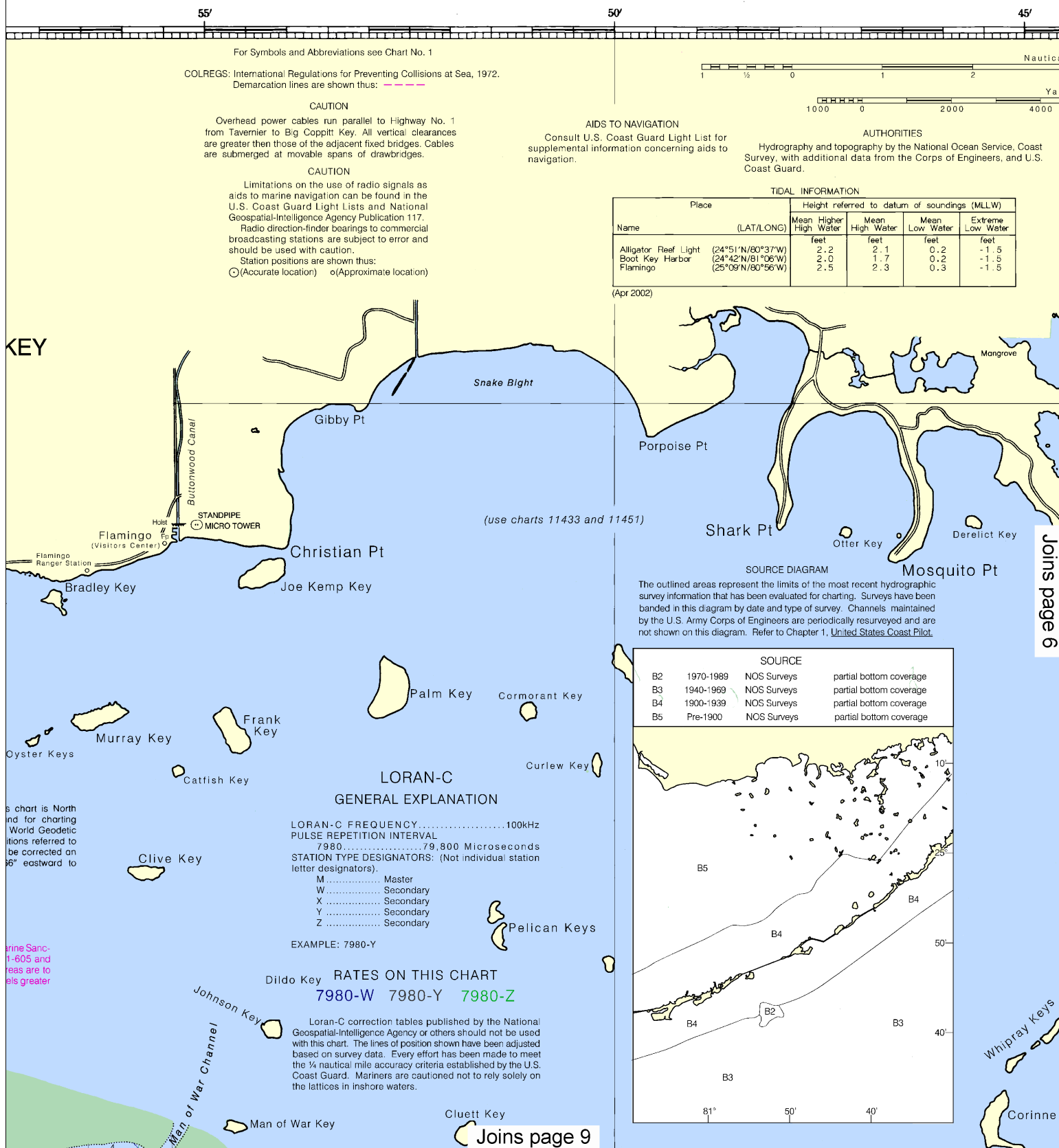
SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

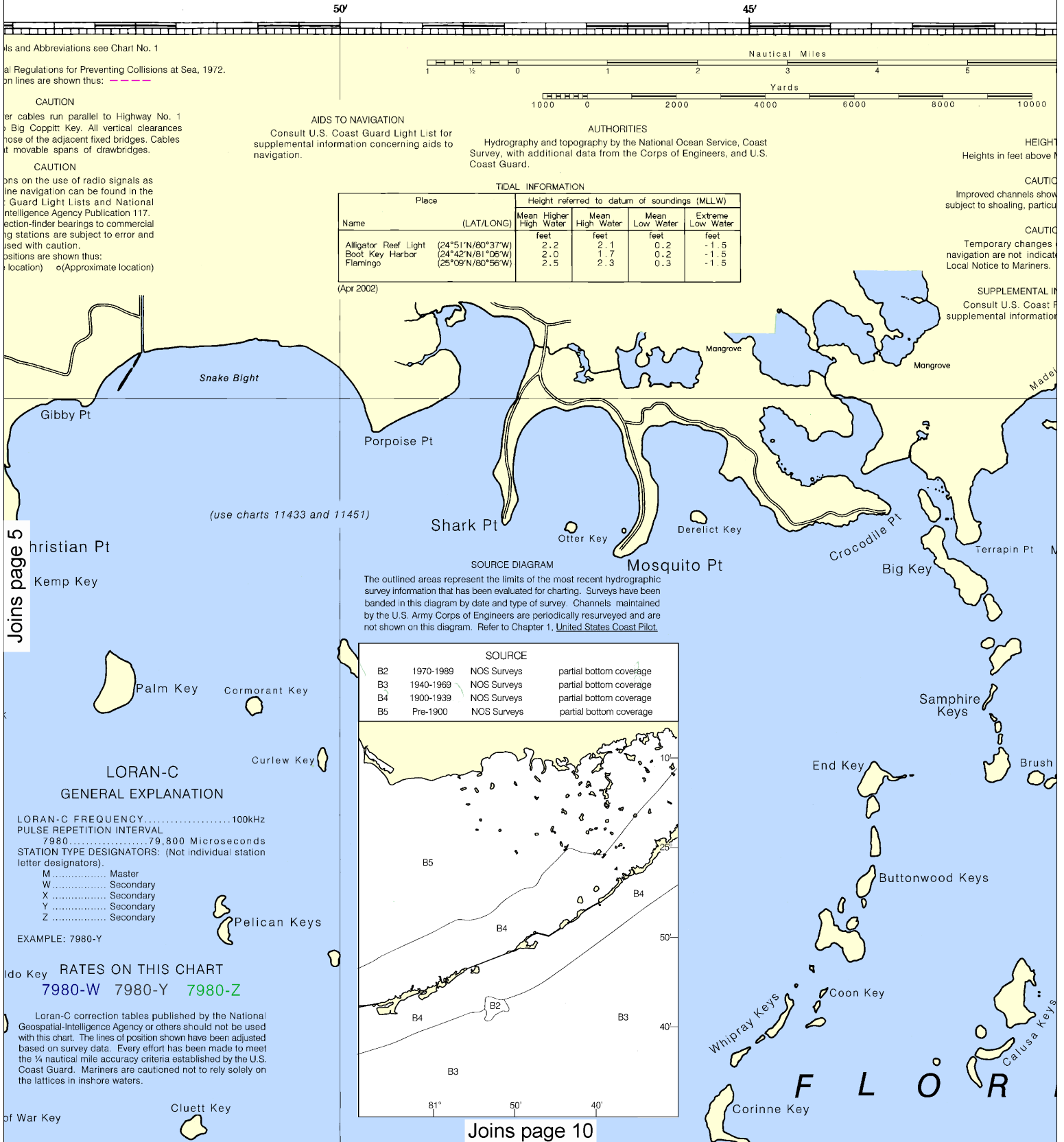
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This chart is North
and for charting
World Geodetic
positions referred to
be corrected on
36° eastward to

marine Sanc-
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els greater

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

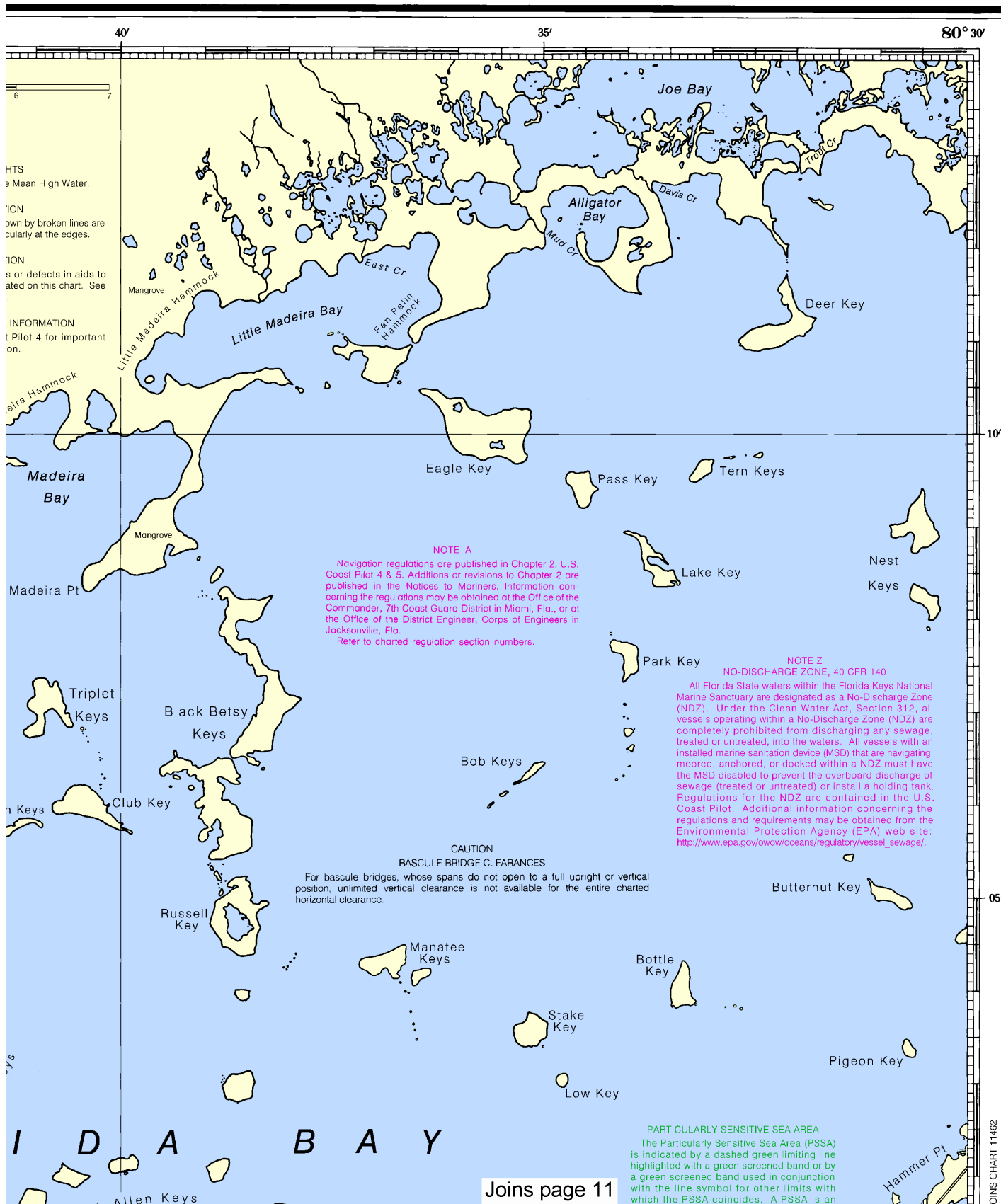


PRINT-ON-DEMAND CHARTS

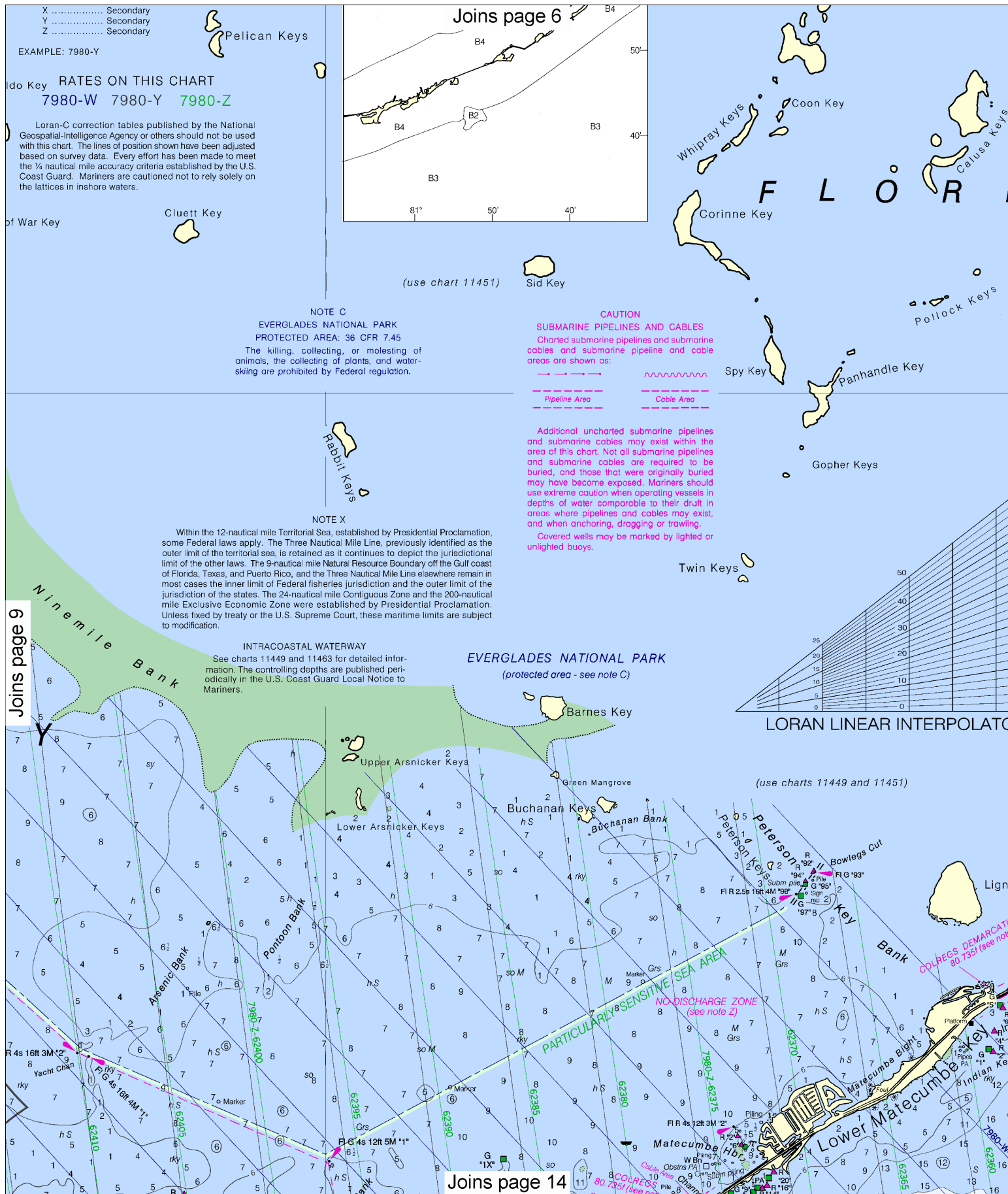
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SOUNDINGS IN FEET

LORAN-C OVERPRINTED 11452

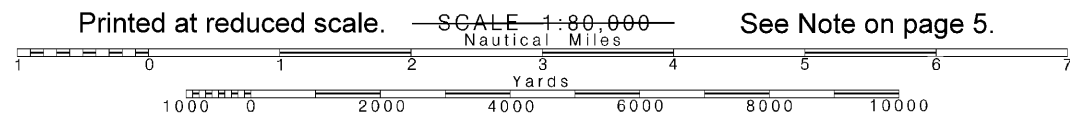


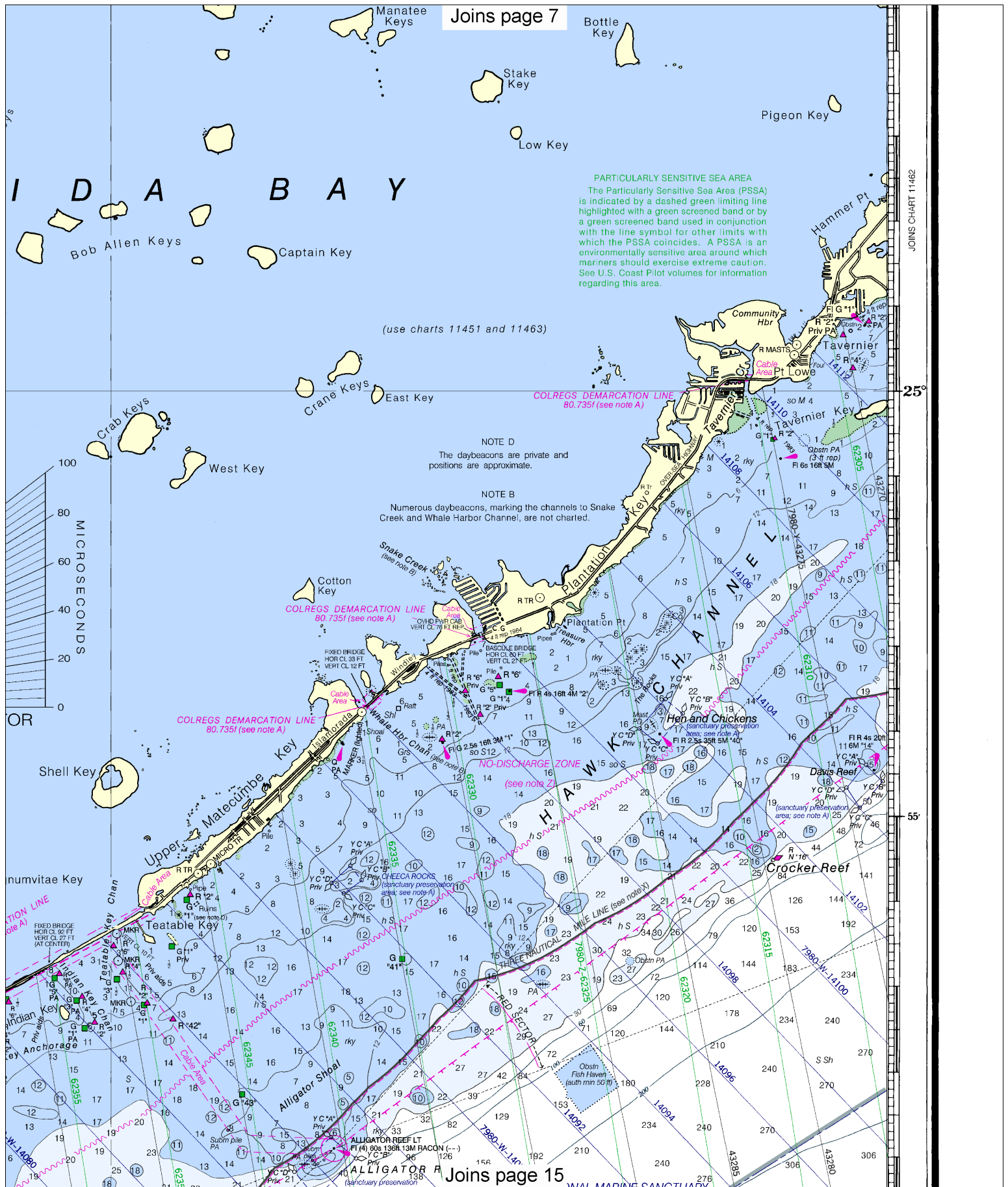
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
NGA Weekly Notice to Mariners: 4712 11/24/2012,
Canadian Coast Guard Notice to Mariners: n/a.



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Note: Chart grid lines are aligned with true north.





Joins page 7

PARTICULARLY SENSITIVE SEA AREA
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(use charts 11451 and 11463)

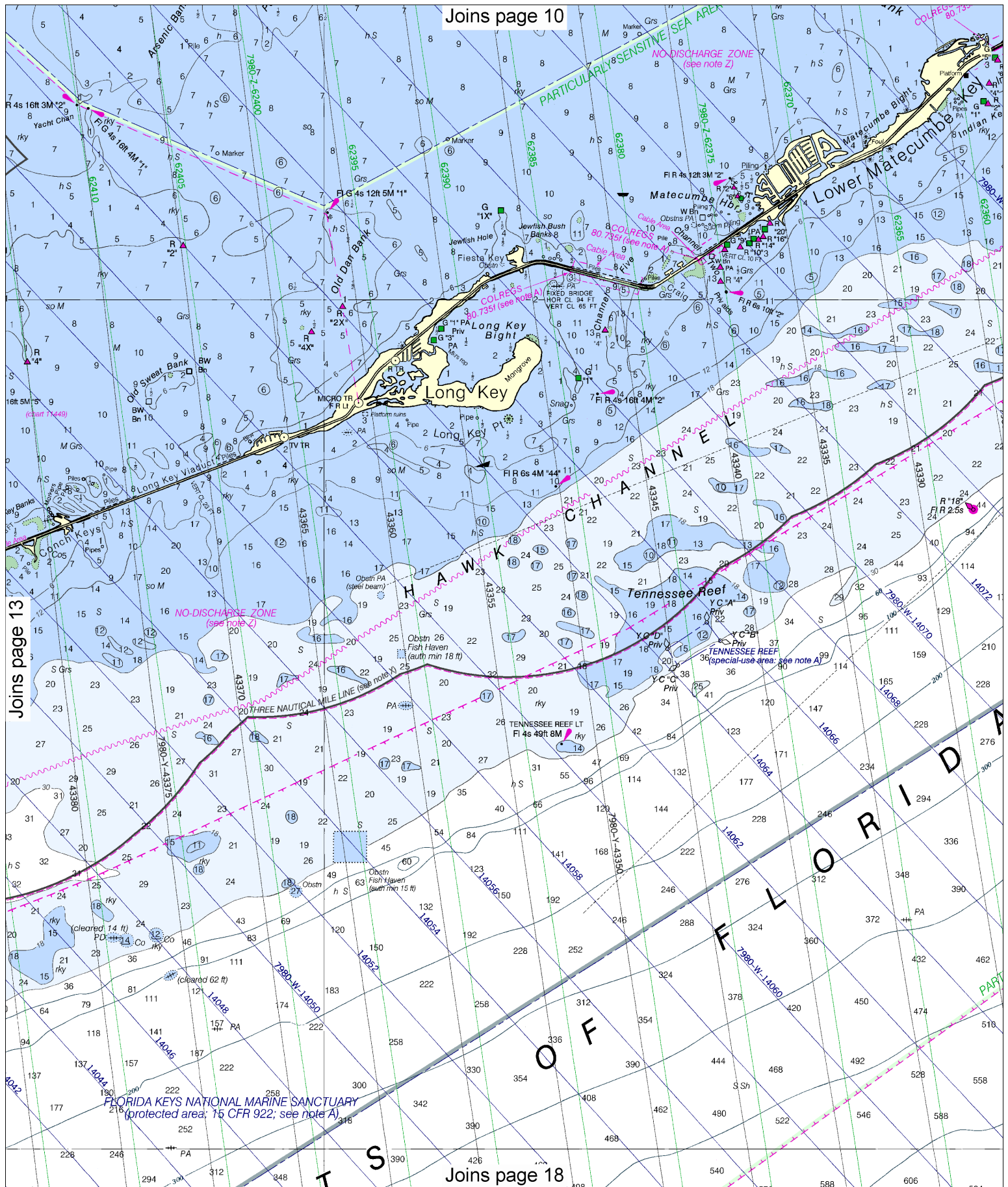
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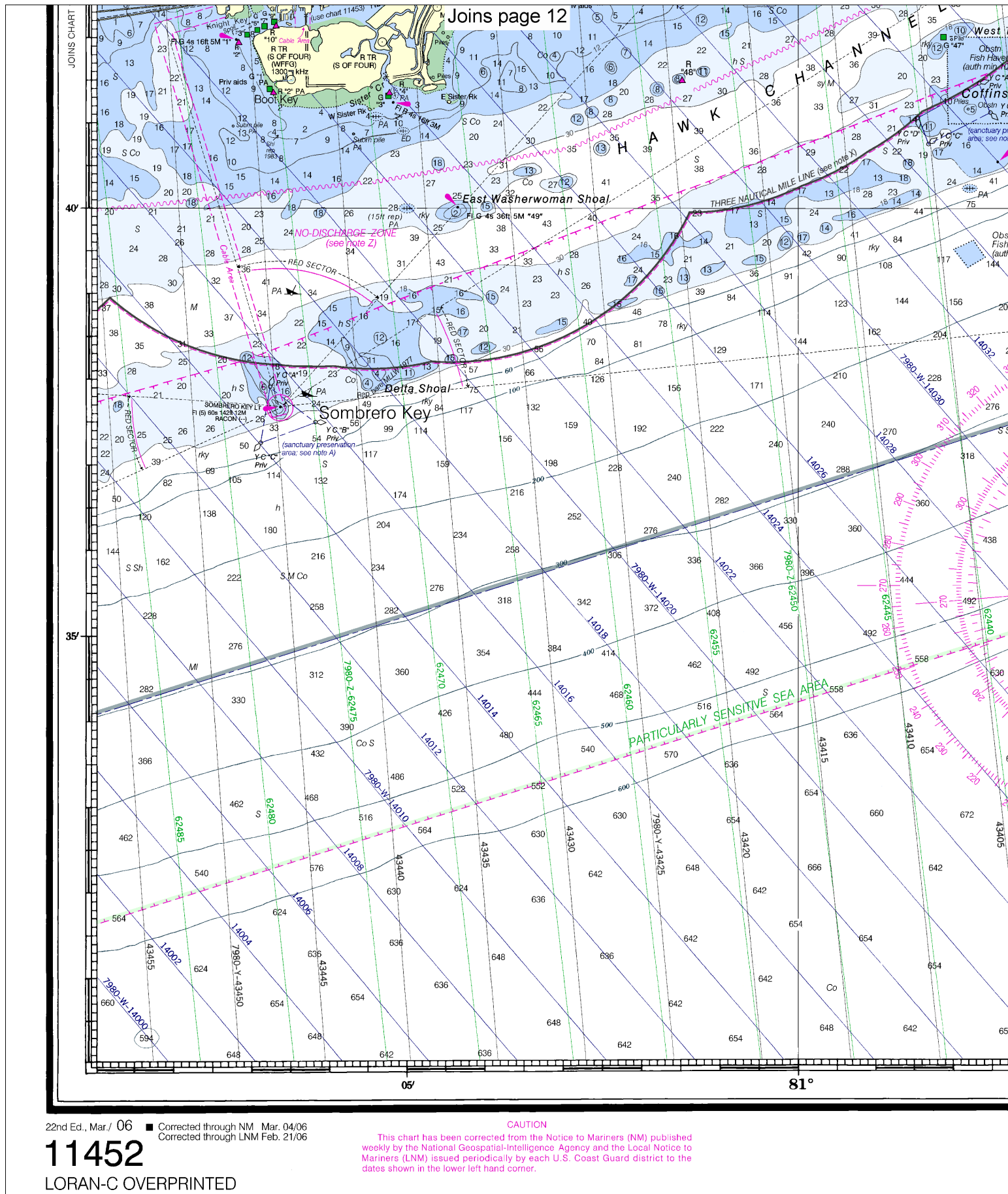
NOTE B
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Joins page 15

See Note on page 5.







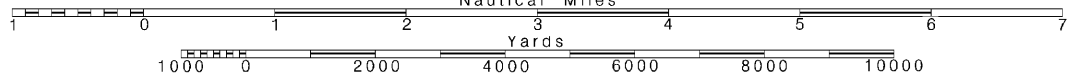
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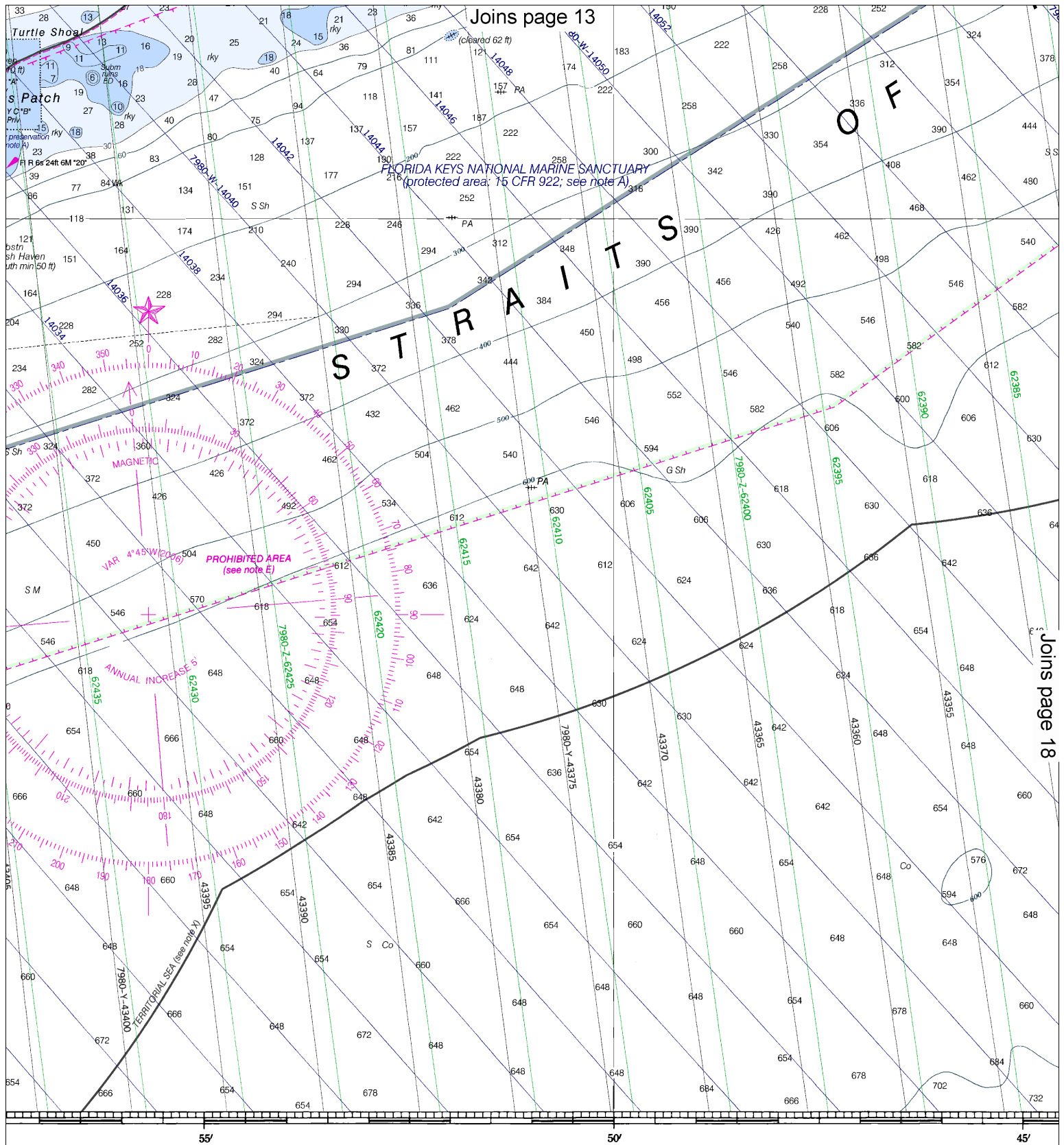
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
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Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
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Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



The Nation's Chartmaker